

54-H

CONFIDENTIAL

Action

Control: 17745

Ref'd: MARCH 27, 1959

7:50 PM

EUR

FROM: BERLIN

Info

RMR

TO: Secretary of State

TM

SS

NO: 827, MARCH 27, 11 PM

W

G

SP

C

PRIORITY

L

INR

H

P

UOP

E

IRC

DCL

SENT DEPARTMENT 827, BONN 739, LONDON 167, MOSCOW 256, PARIS 207.

BONN PASS PRIORITY POLAD USAREUR 233, USAF (WIESBADEN) 37, USAF ADVON (RAMSTEIN) UNNUMBERED.

PARIS FOR EMBASSY, USRO, CINCEUR (THURSTON AND WEST).

OCB

USIA

CIA

OSD

ARMY

NAVY

AIR

UPON RECEIPT BERLIN OF INFORMATION "OPERATION EAST LOAD" TO BE IMPLEMENTED, FLIGHT PLAN FOR C-130 FLIGHT IN SOUTH CORRIDOR AT 25,000 FEET PASSED BY AMERICAN DUTY CONTROLLER BASC TO SOV DUTY CONTROLLER AT 1307Z TODAY. IMMEDIATE SOV REACTION WAS TO REFUSE GUARANTY FLIGHT SAFETY. AMERICAN DUTY CONTROLLER REPLIED THAT FLIGHT PLAN FURNISHED FOR INFORMATION ONLY, THAT AIRCRAFT WOULD FLY AT 25,000 FEET, AND THAT US GOVT WOULD HOLD SOV GOVT RESPONSIBLE FOR SAFETY OF AIRCRAFT.

3
AT 1355Z FOLLOWING RECEIPT FOREGOING INFO FROM SOV DUTY CONTROLLER BASC, SOV CHIEF CONTROLLER STROMOV, AT KARLSHORST, PASSED MESSAGE VIA SOV DUTY CONTROLLER REPEATING REFUSAL OF FLIGHT SAFETY AND PROTESTING FLIGHT AT STATED ALTITUDE. IN SUBSEQUENT ORAL EXCHANGE STROMOV STATED VIA SOV DUTY CONTROLLER THAT SOVS RESERVE ALTITUDES BELOW 10,000 FEET FOR WESTERN AIRCRAFT; ALTITUDES ABOVE FOR THEIRS. SAID THIS PRACTICE HAD CONTINUED FOR 14 YEARS AND ANY CHANGE WOULD HAVE TO BE WORKED OUT IN ADVANCE.

AT 1415Z C-130 ENTERED SOUTH CORRIDOR AT 25,000 FEET. NEAR ZONAL BORDER SOV MIG-TYPE AIRCRAFT MADE INTERCEPTION AND HARASSED C-130 DURING FLIGHT UNTIL LANDING AT TEMPELHOF.

(DETAILS

CONFIDENTIAL

UNLESS "UNCLASSIFIED" REPRODUCTION FROM THIS COPY IS PROHIBITED.

PERMANENT

DECLASSIFIED

This copy must be returned to RM/R central files with notation of action taken.

Authority AND 87747
NARA, Date 1/2/80

CONFIDENTIAL

-2- 827, MARCH 27, 11 PM, FROM BERLIN.

(DETAILS OF HARASSMENT AVAILABLE USAF ADVON.)

AT 1545Z IMMEDIATELY PRIOR TO LANDING OF AIRCRAFT AT TEMPELHOF SOV DUTY CONTROLLER RELAYED MESSAGE FROM STROMOV STATING THAT SOVS "CATEGORICALLY PROTESTED" THIS FLIGHT AT THIS ALTITUDE. AT 1553Z AMERICAN CHIEF CONTROLLER SAW C-130 APPROACHING TEMPELHOF WITH SOV MIG'S ON WINGTIPS. HE MADE IMMEDIATE PROTEST TO SOV CONTROLLER RE ACTIONS SOV AIRCRAFT INTERCEPTING AND FOLLOWING AMERICAN C-130 IN CORRIDOR.

AT 1630Z PLAN FOR C-130 OUTBOUND FLIGHT AT 20,000 FEET WAS PASSED TO SOVIET CONTROLLER. HE IMMEDIATELY STATED "SAME OBJECTIONS." AMERICAN CONTROLLER REPEATED EARLIER STATEMENT THAT US GOVT WOULD HOLD SOV GOVT RESPONSIBLE FOR SAFETY OF THIS AIRCRAFT. SOV CONTROLLER REPLIED SINCE ALL ALTITUDES ABOVE 10,000 FEET WERE FULL, SAFETY OF FLIGHT COULD NOT BE GUARANTEED AND SOV GOVT "DISCARDS" ALL RESPONSIBILITY THIS AIRCRAFT. AMERICAN CONTROLLER STATED HE COULD NOT ACCEPT SOV STATEMENT.

C-130 DEPARTED BERLIN AT 1704Z AND WAS ALMOST IMMEDIATELY INTERCEPTED BY SOV FIGHTER PLANES WHICH FOLLOWED AIRCRAFT TO ZONAL BORDER.

COMPLETE AMERICAN CONTROLLER'S LOG RE FOREGOING EVENTS FOLLOWS.

GUFLER

SLS/21

Note: Mr. Hillenbrand (GER) informed 9:30 pm 3/27/59 FMH

CONFIDENTIAL

DECLASSIFIED

Authority

104D 88747
NARA, Date